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CLASSIFICATION East Germany	SECRET /	
COUNTRY	REPORT NO.	
TOPIC Tutow Airfield	25X1A	
EVALUATION see below	PLACE OBTAINED	25X1A
DATE OF CONTENT July 1953 to mid of December 1953		
DATE OBTAINED	25X1A PREPARED	18 January 1954
REFERENCES		
PAGES 2	ENCLOSURES (NO. & TYPE)	
REMARKS		

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SOURCE

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1. Construction work at Tutow airfield had been scheduled to start on 20 July 1953. This target date, however, was postponed by about two months because the power supply could not be guaranteed. The required aluminum wire having a cross section of 95 square mm could not be delivered before around mid-August 1953. Upon discontinuation of the work on Ruegen island construction material arrived at the airfield.
2. A German employee with the construction staff at the airfield stated that the Brandenburg-Bauunion, when taking over work at Tutow airfield, withdrew workers from other construction sites for Tutow. Of these workers, about 50 percent were in the meantime dismissed or transferred to other construction sites. At the beginning of December, only about 200 workers were still employed in Tutow. Allegedly, there were no more funds for 1953.
3. From the beginning of 1953 to late September 1953, the Bauunion Wismar had been charged with construction work at the airfield. After October the work was then continued by the Bauunion Brandenburg by order of the Ministry for Reconstruction. The construction designs were made by an agency in Stralsund. The construction orders were given by the Soviet construction staff in Werder which was represented at Tutow airfield by a Soviet major who had just recently arrived in Germany. The German construction superintendent was Herr Pfeil (fmu) who had previously been employed by the Steel works and rolling mill in Brandenburg. His deputy was construction superintendent Tanz (fmu) who was transferred from the Bauunion Wismar. Clerical work was done by Herr Fleer (fmu) who had formerly been the chief of the pay-office in Werneuchen. On 10 December, about 200 men were employed at the airfield. The number of workers was to be increased to 2,000 by the end of the first quarter of 1954.

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4. The runway which was 2,200 meters long and 60 meters wide, was concreted at both ends and the joints between the concrete slabs were filled with bitumen. The concrete cover was 20 cm thick. Fourteen concrete slabs, each 6 meters long and 4 meters wide, were laid side-by-side on the runway and one slab, 4 meters wide, was laid at both sides. The ratio of mixture for the concrete was as follows: 200 liters of water, 350 kg of cement, 1,080 kg of gravel, and 450 kg of 15/30-type chippings. The middle section of the runway, which had been planned to be built in 1953, could not be concreted allegedly because of a thick water vein, but is to be completed in 1954. A special drainage system for the runway was under construction. Excavation work had been started on the taxiway along which also hardstands are to be built. Much work was still to be done on the removal of the debris from the old foundations and destroyed buildings.

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[REDACTED] Comment. The information contained in the present report on construction work at Tutow airfield is known from previous reports. Work will probably be resumed on a large scale in the spring of 1954.

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